



# ***e-DEFENCE ELECTRONICS NEWSLETTER***

**THE e-NEWSLETTER OF THE DEFENCE ELECTRONICS HISTORY SOCIETY:  
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This issue of ***eDEN*** continues our aim of a selection of articles balanced across all the military services (these days, I should say all 'battlespaces', land, sea and air/space), all forms of electronics (servo control, radar and intercept among others) all periods (World War I, interwar, World War II, and Cold War in this issue), and subject varieties. Included are identification queries from the East Fortune Museum of Flight, a request for help on radio beacons at Orford, and a very interesting and helpful letter relating to German pre-WW2 intelligence records, specifically the Zeppelin ELINT flight of August 1939. This provided me with the chance to write about a mystery (for readers outside the UK, a mystery story is something of a British Christmas 'tradition'), and share some recent research by DEHS members which may illuminate that iconic ELINT flight. ***Your involvement in ideas and debate would be most welcome!*** Further articles include the second instalment of the Whitlock memoirs on working with the Admiralty on servo control. Instead of a *Book Review* this month, I've chosen to look at some books available at bargain prices from a couple of outlets which you may not know about, and at a selection of magazine articles which I think will be of particular interest to members; *Ops Board* will perhaps provide you with an excuse to get away from festive preparations (!); and *Tailpiece* shows an engaging attitude by a Canadian technical author to his task of writing military instruction books.

Our second Burns Lecture is also being organised and first details are set out below.

Dr. Phil Judkins, DEHS Chairman.

## **BURNS LECTURE 2013**

Today's military reality is that increasing costs of equipment and decreasing procurement budgets compel nations to share resources; for the UK in the future, the most obvious will be the sharing of aircraft carriers with France. Over the years, there have been a number of attempted joint procurements with France – some successful, such as the Sepecat Jaguar, some less so. Within France, an undoubted success story is that of Marcel Dassault and Avions Dassault, constructors of the *Ouragan*, the *Mystere*, the *Étendard*, the *Mirage* and the *Rafale*; but how has this company managed

to grow and develop in a nation of very similar size in population and GDP to the UK, with an often turbulent political process? We have been fortunate to secure as our speaker **M. Luc Berger, a director of Dassault**, who is interrupting his preparation for the Paris Air Show to come to talk to us at Shrivenham on **April 18<sup>th</sup>**. A Booking form will be included in December's *Transmission Lines*, due out in the next fortnight!

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